

Memorandum for:

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22 SEP 1986

FROM:

D/SOVA

SUBJECT:

The Korean Airliner Affair

This package of material contains a step by step review of what we thought we knew, when we knew it, what was reported, and to whom. Enclosed at the Tabs are copies of the items which reported our findings at the time. We also have provided a short memo discussing the way in which evidence assimilated in the ensuing year has affected the findings (not much).

We also have included copies of speeches given by the President (5 Sept 83) and Ambassador Kirkpatrick (6 Sept 83). The President's speech in particular appears to be what Seymour Hersh is attempting to use to support his allegations.



Douglas J. MacEachin

Director,

SOVA

Office of Soviet Analysis

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Following is a transcript of an address by Ambassador Kirkpatrick to the United Nations Security Council as recorded by The New York Times:

Thank you, Mr. President.

Most of the world outside the Soviet Union has heard by now of the Korean Flight 7, carrying 269 persons between New York and Seoul, which strayed off course into Soviet airspace, was tracked by Soviet radar, was targeted by a Soviet SU-15 whose pilot coolly and after careful consideration fired two air-launched missiles which destroyed the Korean airliner and apparently its 269 passengers and crew.

This calculated attack on a civilian airliner — unarmed, undefended, as civilian airliners always are — has shocked the world.

Only the Soviet people have still not heard about this attack on the K.A.L. 7 and the death of the passengers, because the Soviet Government has not acknowledged firing on the Korean airliner. Indeed, not until Sept. 5 did Soviet officials acknowledge publicly that K.A.L. 7 had disappeared in its icy waters.

The Soviet Government has not been silent about the plane, however. It has merely lied.

Gromyko Statement

On Sept. 1, Foreign Minister Gromyko announced, and I quote: "An unidentified plane coming from the direction of the Pacific Ocean entered the airspace of the Soviet Union over Kamchatka Peninsula and for the second time violated the Soviet airspace over the Sakhalin Island.

"The plane did not have navigation lights, did not respond to queries and did not enter into contact with the radio control service."

Foreign Minister Gromyko continued: "Fighters of the antiaircraft defense, which were sent aloft toward the intruder plane, tried to give it assistance in directing it to the nearest airfield. But the intruder plane did not react to the signals and warnings from the Soviet fighters and continued its flight in the direction of the Sea of Japan." End quotation.

The next day, Sept. 2, Tass repeated Gromyko's charge that Soviet airspace had been rudely violated by quote, "an unidentified plane" which quote, "in violation of international regulations flew without navigation lights," unquote. Tass referred to efforts to establish contacts with the plane, quote, "using generally accepted signals and to take it to the nearest airfield in the territory of the Soviet Union.

"Over the Sakhalin Island," they said, "a Soviet aircraft fired warning shots with tracer shells along the flying route of the plane. Soon after this, the intruder plane left the limits of Soviet airspace and continued its flight toward the Sea of Japan. For about 10 minutes it was within the observation zone of radio location means, after which it could be observed no more." End quotation.

Plane's Navigation Lights

Yesterday, when Soviet General Romanov finally admitted that the Korean plane had crashed, killing numerous people, he again asserted the jetliner was flying with its lights out.

This is what Tass said, this is what Soviet officials said, but we do not have to worry or to — we do not have to wonder about what really happened to the airliner or to its passengers, or when it happened, or what Soviet officials knew about its fate. We know, because we know what the Soviet pilots who intercepted the Korean airline over the Sakhalin Islands said to their ground controllers during the 30-minute period from 17:56 to

18:46 on Aug. 31 while they tracked, discussed and destroyed the Korean airliner and its passengers.

The United States Government, in cooperation with the Government of Japan, has decided to spread the evidence before this Council and the world. It is available on the videotape which will be played.

On this tape you will hear the voices of pilots of Soviet interceptors, which included three SU-15 Flagon and one MIG-23 Flogger, including the SU-15 pilot who pulled the trigger which released the missiles that destroyed the Korean Air Lines Flight 7.

Instructions From Ground

While it is obvious that the pilots are acknowledging instructions from ground controllers, those instructions are not audible. What we are about to play back for you is the intercepted tape of the actual air-to-ground reports.

It is, of course, in Russian. On the monitor screens you will see, simultaneously, the original Russian and the English translation. Through your audio system you will listen to these voices in translation into all the working languages of the United Nations.

Immediately following my presentation, Mr. President, the Russian-to-English transcript will be made available to all who may wish to study it. After this session of the Security Council, an audio cassette on which voices are still clearer will be provided to any interested mission.

Nothing was cut from this tape. The recording was made on a voice-actuated recorder and, therefore, it covers only those periods of time when conversation was heard.

Let us now listen to the tape.

(Tape of Russian pilots is played)

The transcript we have just heard, Mr. President, needs little explanation. Quite simply, it establishes that the Soviets decided to shoot down a civilian airliner, shot it down, murdering the 269 persons onboard, and lied about it.

Key Points

The transcript of the pilots' cockpit conversations illuminate several key points.

The interceptor which shot K.A.L. 7 down had the airliner in sight for over 20 minutes before firing his missiles. Contrary to what the Soviets have repeatedly stated, the interceptor pilot saw the airliner's navigation lights and reported that fact to the ground on three occasions.

Contrary to Soviet statements, the pilot makes no mention of firing any warning shots — only the firing of the missiles which, he said, struck the target.

Contrary to Soviet statements, there is no indication whatsoever that the interceptor pilot made any attempt either to communicate with the airliner or to signal it for it to land in accordance with accepted international practice.

Indeed, the Soviet interceptor planes may be technically incapable of communicating by radio with civilian aircraft, presumably out of fear of Soviet pilot defections.

Question of Identity

Perhaps the most shocking fact learned from the transcript is that at no point did the pilots raise the question of the identity of the target aircraft. Nor at any time did the interceptor pilots refer to it as anything other than the target.

The only activity bearing on the identity of the aircraft was a statement by the pilot of the attacking in-

terceptor that "the target isn't responding to I.F.F." This means the aircraft did not respond to the electronic interrogation by which military aircraft identify friends or foes.

But of course, the Korean airliner, or any civilian airliner, could not have responded to I.F.F., because commercial aircraft are not equipped to do so.

We know the interceptor which shot down K.A.L. 7 flew behind, alongside and in front of the airliner, coming at least as close as two kilometers before dropping back behind the plane to fire his missiles.

At a distance of two kilometers, under the conditions prevailing at that time, it was easily possible to identify a 747 passenger airliner. Either the Soviets did not know the Korean plane was a commercial airliner, or he did not know what he was firing at.

If the latter, then he fired his deadly missiles without knowing or caring what they would hit. Though he could easily have pulled up to within some number of meters of the airliner to assure its identity, he did not bother to do so.

In either case, there was shocking disregard for human life and international norms.

In the days following the destruction of K.A.L. 7, Soviet leaders and the Soviet press have said repeatedly they do not understand what all the fuss is about.

They began by accusing the United States of creating a hullabaloo about nothing. And more recently they have accused us of a provocation, implying, though never quite saying, that we provoked them into shooting down an airliner that strayed into their space, provoked them into violating the internationally agreed upon standards and practices of behavior.

They have spoken as though a plane's straying off course is a crime punishable by death. They have suggested that "like any self-respecting state, they are doing no more than looking after their sovereignty which they shall permit no one to violate."

They have claimed, still without acknowledging that they shot down the Korean airliner, that "our anti-aircraft defense has fulfilled its duty for the defense of the security of our motherland." They have suggested that they may have mistaken the Korean airliner for an American reconnaissance plane, but still do not admit that they attacked and destroyed it.

But none of these lies, half-lies and excuses can withstand examination.

Straying off course is not recognized as a capital crime by civilized nations. No nation has the sovereign right to shoot down any person or vehicle that may stray across its border in peacetime.

It's interesting in this regard to refer to the statements made by the Soviet Government at the time that they were strenuously rejecting the complaint of the Government of Sweden of an encroachment into Swedish territorial waters.

At that time, the note addressed to the Government of Sweden by the Soviet Union said, and I quote, "What sober-minded person — to say nothing of military specialists — can suppose that a submarine in a surface run with running lights on and running diesels, the noise of which was heard over a large distance, in nighttime and in poor visibility conditions, could engage in 'impermissible activities.'"

There are internationally agreed upon standards for intercepting unwelcome aircraft. Those internationally agreed upon standards call for serious efforts at identification, verification, warning and, if the case is

serious, for intercepting the intruder and forcing it to land or to leave one's airspace.

Sovereignty neither requires nor permits shooting down airliners in peacetime.

Recently, the Soviets have implied that the K.A.L. 7 may have been mistaken for a U.S. aerial reconnaissance flight. But that is no more persuasive.

The Korean Air Lines Boeing 747 was on a routine, scheduled flight. At the time it was shot down, the U.S. reconnaissance plane referred to by the Soviets had been on the ground for more than one hour, more than 1,500 miles away.

Moreover, the United States does not fly reconnaissance missions in Soviet airspace. We do regularly operate aircraft in international airspace to monitor Soviet compliance with SALT and other arms-control agreements.

The Soviet Government knows what our usual flight patterns are and can readily identify these missions.

Finally, neither the United States nor any other country upset about the slaughter of the 269 passengers of K.A.L. 7 is creating a hulabaloo by exaggerating the importance of the event.

We are protesting a very important violation of the norms of civilized conduct on which international aviation rests, without which it will not be possible for any of us to board airliners, fly across continents and oceans without fear of becoming the object of a murderous attack.

International Air Travel

To a degree we rarely consider, international air travel depends on networks of mutual trust that we will not shoot down one another's airliners, kidnap, jail or poison passengers and crews.

Why did the Soviet Union violate these norms? Why have they lied about it?

Two reasons most often advanced to explain why the Soviet pilot shot down the airliner are, first, that it was a mistake: the mistake of a trigger-happy pilot who, with his ground controller, followed a philosophy of shoot now, identify later.

But if pilot error was responsible for this tragic mistake, why has the Soviet Government not said so? Why has it lied? And why is it complementing its murderous attack on K.A.L. 7 with a lying attack on the United States for provocation and aggression?

As I considered this question, my mind returned to a debate that took place in this Security Council some 21 years ago when my distinguished predecessor, Gov. Adlai Stevenson of Illinois, called the attention of the Council to the unmistakable evidence that a series of facilities for launching offensive nuclear missiles were being installed in the Western Hemisphere.

Soviet Representative Ambassador Zorin flatly denied those charges and, as Soviet representatives so often do, coupled his denial with a vicious attack on the United States. Calling our attention to threatening Soviet behavior, Zorin asserted, only mask the United States' own aggression and piracy.

But Adlai Stevenson, too, had evidence to back up his charge, photographic evidence as irrefutable as the audio tapes we have heard today.

The fact is that violence and lies are regular instruments of Soviet policy. Soviet officials regularly behave as though truth were only a function of force and will, as if the truth were only what they said it is, as if violence were an instrument of first resort in foreign affairs.

They occupy Afghanistan and accuse the United States of interference in its internal affairs. They create massive new European vulnerabilities with their SS-20's and accuse NATO of seeking to upset the balance of power.

We think otherwise. We believe that truth is as vital to cooperation and peace among nations as among people.

Global Prospects

It is depressing to consider seriously our global prospects if those prospects must be built on relations devoid of truth, devoid of trust.

It is depressing to consider a world in which a major nation, equipped with the most powerful modern weapons, believes it has a sovereign right to fire on a commercial airliner lost over its territory.

These Soviet actions and claims illuminate the Soviet conception of appropriate relations among nations in peacetime.

They illuminate the world in which we live and work and make policy. Of course, some sophisticated observers believe that the destruction of Flight 7 was neither the work of an isolated Strangelove, unconcerned about human life, nor of that Strangelove and his ground controller, but was instead a deliberate stroke designed to intimidate.

A brutal, decisive act meant to instill fear and hesitation in all who observed this ruthless violence. Much as the destruction of an Afghan village or the imprisonment of the Helsinki monitors are intended to secure compliance through terror.

Whichever the case, whether the destruction of K.A.L. 7 and its passengers reflect only utter indifference to human life, or whether that destruction was designed to intimidate, we are dealing here not with pilot error but with decisions and priorities characteristic of a system.

Not only did Soviet officials shoot down a stray commercial airliner and lie about, they have callously refused offers of international participation in search and rescue efforts in spite of clearly stated international standards and recommended practices of the International Civil Aviation Organization, which call on states to "grant any necessary permission for the entry of such aircraft, vessels, personnel or equipment into its territory and make necessary arrangements with a view to expediting such entry."

We are reminded once again that the Soviet Union is a state based on the dual principles of callousness and mendacity, dedicated to the rule of force.

Here is how Lenin described the dictatorship of the proletariat in 1920. He said, and I quote, "The scientific concept of dictatorship means nothing more than unrestricted power, absolutely unimpeded by law or regulations and resting directly on force."

It is this principle of force, this mentality of force, that lies at the root of the Korean Air Line tragedy. This is the reality revealed to the world by the tragedy. It is a reality we must all ponder, as we consider threats to peace and human rights that face us today.

The United States deeply believes that immediate steps should be taken here in the United Nations to decrease the likelihood of any repetition of the tragedy of K.A.L. 7.

We ask our colleagues to join with us in the coming days in the effort to wrest from this tragedy new clarity about the character of our world and new constructive efforts to render us all more secure in the air and on the ground.

Following is a transcript of the President's
5 September speech as recorded by The New
York Times:

My fellow Americans, I'm coming before you tonight about the Korean Air Line massacre — the attack by the Soviet Union against 269 innocent men, women and children aboard an unarmed Korean passenger plane. This crime against humanity must never be forgotten, here or throughout the world.

Our prayers tonight are with the victims and their families in their time of terrible grief. Our hearts go out to them — to brave people like Kathryn McDonald, the wife of a Congressman whose composure and eloquence on the day of her husband's death moved us all. He will be sorely missed by all of us here in government.

The parents of one slain couple wired me. "Our daughter and her husband died on Korean Air Line Flight 7; their deaths were the result of the Soviet Union violating every concept of human rights."

The emotions of these parents' grief, shock, anger, are shared by civilized people everywhere.

From around the world, press accounts reflect an explosion of condemnation by people everywhere.

Let me state as plainly as I can:
There was absolutely no justification,
either legal or moral, for what the
Soviets did.

One newspaper in India said, "If every passenger plane is fair game for home air forces, it will be the end to civil aviation as we know it."

Not the First Time

This is not the first time the Soviet Union has shot at and hit a civilian airliner when it overflew its territory.

In another tragic incident in 1978, the Soviets also shot down an unarmed civilian airliner after having positively identified it as such. In that instance, the Soviet interceptor pilot clearly identified the civilian markings on the side of the aircraft, repeatedly questioned the order to fire on a civilian airliner and was ordered

to shoot it down anyway.

The aircraft was hit with a missile and made a crash landing. Several innocent people lost their lives in this attack, killed by shrapnel from the blast of a Soviet missile.

Is this a practice of other countries in the world? The answer is no.

Commercial aircraft from the Soviet Union and Cuba on a number of occasions have overflown sensitive United States military facilities. They weren't shot down. We and other civilized countries believe in the tradition of offering help to mariners and pilots who are lost or in distress on the sea or in the air. We believe in following procedures to prevent a tragedy, not to provoke one.

The Soviet Reaction

But despite the savagery of their crime, the universal reaction against it and the evidence of their complicity, the Soviets still refuse to tell the truth. They have persistently refused to admit that their pilot fired on the Korean aircraft.

Indeed, they've not even told their own people that a plane was shot down. They have spun a confused tale of tracking the plane by radar until it just mysteriously disappeared from their radar screens, that no one fired a shot of any kind.

But then they coupled this with charges that it was a spy plane sent by us and that their planes fired tracer bullets past the plane as a warning that it was in Soviet airspace.

Let me recap for a moment and present the incontrovertible evidence that we have. The Korean airliner, a Boeing 747, left Anchorage, Alaska, bound for Seoul, Korea, on a course

south and west, which would take it across Japan.

Out over the Pacific in international waters it was for a brief time in the vicinity of one of our reconnaissance planes, an RC-135 on a routine mission.

At no time was the RC-135 in Soviet airspace. The Korean airliner flew on and the two planes were soon widely separated.

The 747 is equipped with the most modern computerized navigation facilities, but a computer must respond to input provided by human hands. No one will ever know whether a mistake was made in giving the computer the course or whether there was a malfunction.

Whichever, the 747 was flying a course further to the west than it was supposed to fly, a course which took it into Soviet airspace.

Tracing of Plane

The Soviets tracked this plane for two and a half hours while it flew a straight-line course at 30-to-35,000 feet. Only civilian airliners fly in such a manner. At one point the Korean pilot gave Japanese air control his position as east of Hokkaido, Japan, showing that he was unaware they were off course by as much or more than a hundred miles.

The Soviets scrambled jet interceptors from a base on Sakhalin Island. Japanese ground sites recorded the interceptor plane's radio transmissions ~~and their conversations with their~~ own ground control. We only have the voices from the pilots. The Soviet ground-to-air transmissions were not recorded. It's plain, however, from the pilot's words that he's responding to orders and queries from his own ground control.

Here's a brief segment of the tape, which we're going to play in its entirety for the United Nations Security Council tomorrow.

(President Reagan plays the tape recording of Russian pilots.)

Those were the voices of the Soviet pilots. In this tape the pilot who fired the missile describes his search for

what he calls the target.

He reports he has it in sight. Indeed, he pulls up to within about a mile of the Korean plane, mentions its flashing strobe light and that its navigation lights are on.

Moving Behind Plane

He then reports he's reducing speed to get behind the airliner, gives his distance from the plane at various points in this maneuver and finally announces what can only be called the Korean Air Line massacre. He says he has locked on the radar which aims his missiles, has launched those missiles, the target has been destroyed and he is breaking off the attack.

Let me point out something here having to do with his close-up view of the airliner on what we know was a

clear night with a half-moon. The 747 has a unique and distinctive silhouette, unlike any other plane in the world. There is no way a pilot could mistake this for anything other than a civilian airliner.

And if that isn't enough, let me point out our RC-135 that I mentioned earlier had been back at his base in Alaska, on the ground for an hour, when the murderous attack took place over the Sea of Japan.

And make no mistake about it: This attack was not just against ourselves or the Republic of Korea. This was the Soviet Union against the world and the moral precepts which guide human relations among people everywhere.

It was an act of barbarism born of a society which wantonly disregards individual rights and the value of human life and seeks constantly to expand and dominate other nations.

Soviet Denials

They deny the deed, but in their conflicting and misleading protestations, the Soviets reveal that, yes, shooting down a plane, even one with hundreds of innocent men, women, children and babies, is a part of their normal procedure if that plane is in what they claim as their airspace.

They owe the world an apology and an offer to join the rest of the world in working out a system to protect against this ever happening again.

Among the rest of us there is one protective measure: an international radio wavelength on which pilots can communicate with planes of other nations if they are in trouble or lost. Soviet military planes are not so equipped because that would make it easier for pilots who might want to defect.

Efforts to Hold Ceremony

Our request to send vessels into Soviet waters to search for wreckage and bodies has received no satisfactory answer. Bereaved families of the Japanese victims were harassed by Soviet patrol boats when they tried to get near where the plane is believed to have gone down in order to hold a ceremony for their dead.

But we shouldn't be surprised by such inhuman brutality. Memories come back of Czechoslovakia, Hungary, Poland, the gassing of villages in Afghanistan. If the massacre and their subsequent conduct is intended to intimidate, they have failed in their purpose.

From every corner of the globe, the word is defiance in the face of this unspeakable act and defiance of the system which excuses it and tries to cover it up.

With our horror and our sorrow, there is a righteous and terrible anger. It would be easy to think in terms of vengeance, but that is not a proper answer. We want justice and action to see that this never happens again.

Our immediate challenge to this atrocity is to insure that we make the skies safer and that we seek just compensation for the families of those who were killed.

Since my return to Washington we've held long meetings, the most recent yesterday with Congressional leadership. There was a feeling of unity in the room, and I received a number of constructive suggestions. We will continue to work with the Congress regarding our response to this massacre.

As you know, we immediately made known to the world the shocking facts as honestly and completely as they came to us.

We have notified the Soviets that we will not renew our bilateral agreement for cooperation in the field transportation so long as they threaten the security of civil aviation.

Since 1961 the Soviet airline Aeroflot has been denied the right to fly to the United States. We have reaffirmed that order and are examining additional steps we can take with regard to Aeroflot facilities in this country.

We are cooperating with other countries to find better means to insure the safety of civil aviation and to join us in not accepting Aeroflot as a normal member of the international civil air community unless and until the Soviets satisfy the cries of humanity for justice.

Canadian Action

I am pleased to report that Canada today suspended Aeroflot's landing and refueling privileges for 60 days.

We have joined with other countries to press the International Civil Aviation Organization to investigate this crime at an urgent special session of the Council. At the same time we're listening most carefully to private groups, both American and international, airline pilots, passenger associations and others who have a special interest in civil air safety.

I am asking the Congress to pass a joint resolution of condemnation of this Soviet crime.

We have informed the Soviets that we're suspending negotiations on several bilateral arrangements we had under consideration.

Along with Korea and Japan, we called an emergency meeting of the U.N. Security Council, which began on Friday. On that first day Korea, Japan, Canada, Australia, the Netherlands, Pakistan, France, China, the United Kingdom, Zaire, New Zealand and West Germany all joined us in denouncing the Soviet action and expressing our horror. We expect to hear from additional countries as debate resumes tomorrow.

We intend to work with the 13 countries who had citizens aboard the Korean airliner to seek reparations for the families of all those who were killed.

The United States will be making a claim against the Soviet Union within the next week to obtain compensation for the benefit of the victims' survivors. Such compensation is of absolute moral duty which the Soviets must assume.

In the economic area in general, we're redoubling our efforts with our allies to end the flow of military and strategic items to the Soviet Union.

Secretary Shultz is going to Madrid to meet with representatives of 35 countries who for three years have been negotiating an agreement having to do with, among other things, human rights.

Foreign Minister Gromyko of the Soviet Union is scheduled to attend that meeting. If he does come to the meeting, Secretary Shultz is going to present him with our demands for disclosure of the facts, corrective action and concrete assurances that such a thing will not happen again — and that restitution be made.

As we work with other countries to see that justice is done, the real test of our resolve is whether we have the will to remain strong, steady and united. I believe more than ever, as evidenced by your thousands and thousands of wires and phone calls in these last few days, that we do.

I have outlined some of the steps we're taking in response to the tragic massacre.

There's something I've always believed in which now seems more important than ever: the Congress will be facing key national security issues when it returns from recess.

Difference of Opinion

There has been legitimate difference of opinion on this matter, I know, but I urge the members of that distinguished body to ponder long and hard the Soviets' aggression as they consider the security and safety of our people, indeed, of all people who believe in freedom.

Senator Henry Jackson, a wise and revered statesman, and one who probably understood the Soviets as well as any American in history, warned us, "the greatest threat the United States now faces is posed by the Soviet Union."

But Senator Jackson said, "If American maintains a strong deterrent — and only if it does — this nation will continue to be a leader in the crucial quest for enduring peace among nations."

The late Senator made those statements in July on the Senate floor, speaking in behalf of the MX missile program he considered vital to restore America's strategic parity with the Soviets.

When John F. Kennedy was President, defense spending as a share of the Federal budget was 70 percent greater than it is today. Since then the Soviet Union has carried on the most massive military buildup the world has ever seen. Until they are willing to join the rest of the world communi-

ty, we must maintain the strength to deter their aggression.

But while we do so, we must not give up our effort to bring them into the world community of nations. Peace through strength as long as necessary, but never giving up our effort to bring peace closer through mutual verifiable reduction in the weapons of war.

Arms Negotiations

I've told you of negotiations we've suspended as a result of the Korean Air Lines massacre, but we cannot, we must not, give up our effort to reduce the arsenals of destructive weapons threatening the world.

Ambassador Nitze has returned to Geneva to resume the negotiations on intermediate-range nuclear weapons in Europe. Equally, we will continue to press for arms reductions in the SALT talks that resume in October. We are more determined than ever to reduce and if possible eliminate the threat hanging over mankind.

We know it will be hard to make a nation that rules its own people through force to cease using force against the rest of the world, but we must try.

This is not a role we sought. We preach no manifest destiny. But like Americans who began this country and brought forth this last, best hope of mankind, history has asked much of the Americans of our own time. Much we have already given. Much ~~more we must be prepared to give.~~

Let us have faith in Abraham Lincoln's words, "that right makes might, and in that faith let us to the end dare to do our duty as we understand it."

If we do, if we stand together and move forward with courage, then history will record that some good did come from this monstrous wrong that we will carry with us, and remember, for the rest of our lives.

Thank you, God bless you, and good night.

Transcript of Pilot Tapes

WASHINGTON, Sept. 5 (AP) — Following is a transcript, as translated from the Russian and distributed by the White House tonight, of excerpts from the radio transmissions of two Soviet pilots who were described as having participated in the downing of Korean Air Lines Flight 7 last week. All times are Greenwich Mean Time.

1818:34 — SU-15 fighter to Deputat, Soviet ground station call sign: "The A.N.O. (air navigation lights) are burning. The strobe light is flashing."

1818:56 — MIG-23 fighter to Deputat: "Roger, I'm at 7800, course 230."

1819:02 — SU-15 fighter to Deputat: "I am closing on the tar-

get."

1826:20 — SU-15 fighter to Deputat: "I have executed the launch."

1826:22 — SU-15 fighter to Deputat: "The target is destroyed."

1826:27 — SU-15 fighter to Deputat: "I am breaking off attack."

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